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rail against negro slavery, while Ireland lies under their very eyes; who believe the state machine, called the established church, a bulwark of religion; and whose people think they sufficiently revile a man by calling him a Frenchman or a foreigner? To set about refuting, with much seriousness, people who are honestly persuaded of all this, seems so much good argument thrown away; and to predict that misfortune may hereafter bring them to a more reasonable way of thinking, is really a very small consolation to us, who have so many reasons for wishing them well.

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2.—*Report of the Board of Public Works of the State of Georgia, to the General Assembly.* Milledgeville, 1826.

WE have heretofore spoken of the recent legislative proceedings of Georgia, in regard to the internal improvements of that state. We have now before us the first Report of the Board of Public Works to the Legislature, from which it appears, that several surveys have been executed during the last year, with a view to ascertain the routes of rail roads and canals in different parts of the state. Two great objects were had in mind; first, the practicability and expediency of connecting the waters of Georgia with the Tennessee River, so as to bring the produce of the West to the Atlantic through that state; secondly, the internal navigation of the state itself.

On the first point, the Board make a decidedly unfavorable report, and their reasoning is conclusive. Cotton can now be transported from Florence on the Tennessee river, to New Orleans, for 80 cents a bag. To convey the same by a canal to Milledgeville, a distance of 240 miles, would cost, at the lowest estimate, \$1,90; and thence to Darien on the seacoast \$1,50 more, making in the whole \$3,40. 'Adding to the expense of conveyance (80 cents) down the Mississippi \$1,50, the increased charge for insurance and freight from the port of New Orleans, the relative expense of the two channels of conveyance will be as \$3,40 to \$2,30; that is, it will cost \$1,10 more, to transport a bag of cotton from Tennessee to the Atlantic through the state of Georgia, than down the Mississippi.' It is very obvious, therefore, that a project of a canal through that state to connect the western waters with the Atlantic, is not one that deserves any further consideration.

The Board, however, speak in sanguine terms of the advantages to be derived from new paths of communication, either

by canals or rail roads, to connect different points in the state ; and surveys have in part been made to ascertain some of the most important routes. Georgia is intersected by rivers well suited to boat navigation, but in the low country, these are much obstructed by sand bars, and trees lodged in their channels. It is deemed advisable to clear out these obstructions, and to deepen the channels in some places. To effect this object the Legislature has appropriated \$ 80,000 to be expended in improving the navigation of the rivers Oconee, Alatomaha, Chattahoochie, Oakmulgee, and Ogeechee ; and also \$ 40,000 more to be expended in conjunction with South Carolina in clearing the Savanna river. These are liberal appropriations, and show a generous and enterprising spirit in the legislature. It is a mistake, however, to expect much benefit from this mode of improving the navigation of rivers. An obstruction removed in a given place will frequently have no other effect than to draw the water off, and cause a new obstruction above. There is but one effectual mode of improving the boat navigation of rivers, and that is by dams quite across the stream, at such distances that the water will everywhere be raised above obstructions. Let a tow path be constructed on one bank of the stream, and it will then be converted into a canal with a lock at each dam. This method is carried into complete operation on the Schuylkill. We venture to predict, that after much labor and money have been expended in deepening the channels of the Georgia rivers, according to the plan proposed, they will in many places be found to be as shallow and unfit for navigation as before. A broad and deep river, like the Savanna, will undoubtedly be an exception. Small obstructions may there be removed to advantage, because the quantity removed will bear no proportion to the mass of water. Yet the same evil, to a certain degree, will exist in that river. Let the Board inquire what has been done at Wilmington, in North Carolina, in deepening the Cape Fear River, before they proceed far in any similar attempts.



3.—*American Natural History. Vol. I. Part I. Mastology.*  
By JOHN D. GODMAN, M. D Philadelphia. Carey & Lea.  
8vo. pp. 362.

THERE are few more attractive studies than natural history, and Buffon and Goldsmith, as well as some other writers, have shown that few subjects are susceptible of being treated in a more animated or eloquent manner. It is true, this remark will not apply to mere scientific arrangements, or rather systems of